

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number: 120014 CH-852

Address: 112 St. Mary's Avenue, Charles County - in the vicinity of La Plata

Owner: Unknown

Tax Parcel Number: 115 Tax Map Number: 113

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes ___ Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district?: X no ___ yes ___ Name of District: _____

Is district listed?: X no ___ yes ___

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

112 St. Mary's Avenue is a brick, Tudor Revival-style dwelling. The house is two-and-one-half stories in height and three bays wide with a one-story, side gable roof wing to the south and a one-story, side gable roof hyphen with a front gable roof garage to the north. A one-story, front gable projecting bay holds the single-leaf entry. A large chimney rises along the main elevation (west) of the house, adjacent to the projecting bay. Two hipped roof wall dormers puncture the roofline on the main elevation.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. As a main stop on the B&P line, La Plata was able to expand both commercially and residentially. La Plata station still stands at the intersection of the rail line with Charles Street.

Prepared by EHT Traceries, Inc.

| MARYLAND HISTORICAL TRUST REVIEW | |
|---|---|
| Eligibility recommended ___ | Eligibility not recommended <u>X</u> |
| Criteria: ___ A ___ B <u>X</u> C ___ D | Consideration ___ A ___ B ___ C ___ D ___ E <u>X</u> F ___ G ___ None |
| <p><i>INDUSTRY TO COMMUNIT. MAY DENY</i></p> <p><i>NOTING FIGURE WHICH WOULD FULLY SHOW THE ENTIRE HOUSE? PRESERVATION WITH TREES INTACT</i></p> <p><i>OK</i> ✓ <i>10/28/99</i></p> | |
| Reviewer, Office of Preservation Services | Date |
| <i>[Signature]</i> | <i>7/19/02</i> |
| Reviewer, NR Program | Date |
| | |

Entered as not eligible ✓

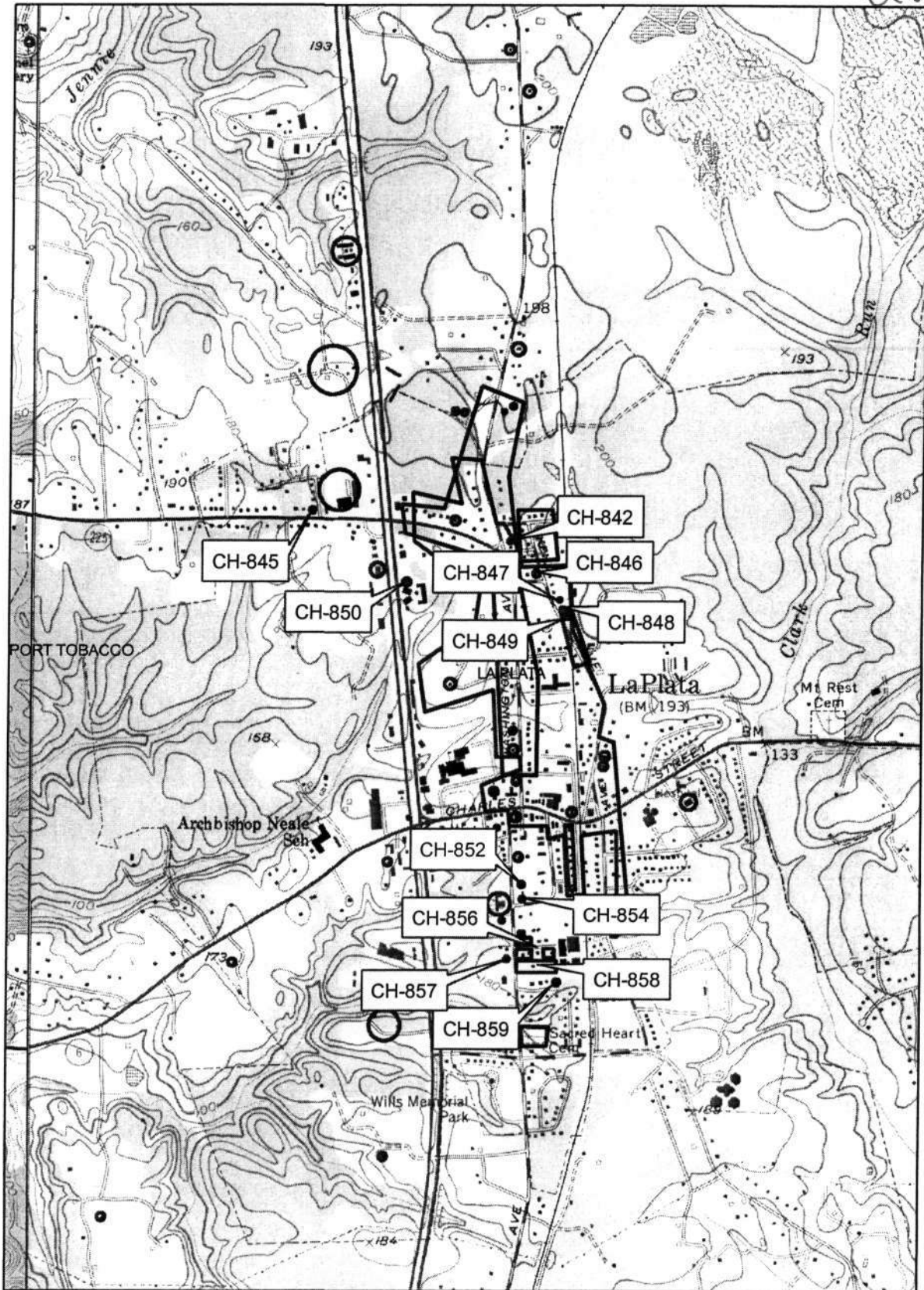
Towards the end of the first quarter of the 20th century, road improvements and developments contributed to La Plata's community evolution. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Crain Highway brought commercial development on La Plata's west side and contributed to the Charles County seat's overall growth in the 1920s and 1930s.

World War II and the increasing dependence upon motor vehicles played a very important role in La Plata's community development. Charles County continued its relative isolation from large-scale residential and commercial development until after Crain Highway was dualized and designated U.S. 301 in the 1960s. Earlier trends in travel-related services and entertainment along the Crain Highway grew somewhat when the highway was extended across the Potomac River to Virginia through southern Charles County and over the new Harry W. Nice Bridge in 1940, thus completing a route from New York to Florida.

Built circa 1940, this Tudor Revival-style dwelling is not eligible for the National Register. While this house is typical of the residential development within La Plata, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

$$N \uparrow$$

CH-852
La Plata
Quarl





~~#2001~~ CH-852

112 St. Mary's Avenue
Charles County, MD

Traceries

June 1999

MD SHPO
view looking Northeast
1 of 3



~~#8042~~ CH-852

112 St Mary's Avenue
Charles County, MD

Traceries

February 2000

MD SHPD

View looking northeast

2 of 3



~~Photo~~ CH-852

112 St. Mary's Avenue
Charles County, MD

Traceries

February 2000

MD SHPO

View looking southwest

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